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Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,429 號玖十式百肆千肆萬壹第 日壹拾式月五年十壹拾光 HONGKONG, MONDAY, JULY 4TH, 1904. 壹拜禮 號肆月柒年肆零百九仟壹英港香 PRICE, \$3 PER MONTH.

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IT AT ONCE RELIEVES THE SKIN
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Distillations of the
Finest Scotch Whiskies
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PORLTAND CEMENT.
Casks of 375 lbs. net \$4.75 per Cask ex Factory.
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Ho gkor, 14th August, 1903.

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MONOPOLY, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on View and
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MOTOR CYCLES, MAIL CARTS,
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Hongkong, 1st June, 1904.

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Macao is 40 miles south-west of Hongkong
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Hongkong, 29th April, 1904.

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European Chef and Indian Curry Cook.

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Hydraulic Elevators to each Floor.

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Wines and Groceries specially imported by
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Moderate CHARGES! NO EXTRAS!

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Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
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Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each Floor.
Table D'Hoté at separate tables.

For Terms, &c., apply to the
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Hongkong, 16th June 1902.

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A FIRST CLASS HOTEL Situated near
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Excellent Cuisine and Wines.
Large and Loftily Rooms, Handsomely Furnished.
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throughout.
Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to the
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Hongkong, 31st October, 1902.

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AND

CANTON

HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
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WM. FARMER,

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[a1382]

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DATES, FIGS, RAISINS, ALMONDS and NUTS.
STILTON, CHEDDAR, GORGONZOLA, ROQUEFORT, CAMENBERT,
CHEESE (SAVIO, CREAM CHEESE, MACLAREN'S and YOUNG AMERICAN
CHEESE). YORK HAM and BEST ENGLISH BACON.

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NEW BOOKS BY ENGLISH MAIL.

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THE FIRE TRADE, by Lord AUBREY.

SHAKESPEARE'S STORY OF HIS LIFE
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ADDRESSES AND PRESIDENTIAL
MESSAGES OF THEODORE ROOSEVELT 1902-1904, by H. C. COLE.

SAKES OF KUNG THE MASTER
Selected by Allen Upward.

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THE ORIGINS OF CHRISTIANITY, by
T. Whitaker.

ASPECTS OF SOCIAL EVOLUTION, FIRST
SERIES—TEMPERAMENTS, by J. L. Taylor.

THE AUTOMOBILE INDUSTRY, by G. de
Holder-Stone.

JAPAN IN PICTURES, by Douglas St. L.

THE DOUBLE GARDEN, by M. A. Master.

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TENNENT'S PILSNER BEER.

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15, Queen's Road, Hongkong, 15th June, 1904.

[a32]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No uncommunicated signatures that have already appeared in other papers will be inserted.
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BIEHL.
On the 1st July, at "Belvoir," No. 165, Wan-chai Road, the wife of PATRICK H. MURRAY, of a daughter.

The Daily Press.
HONGKONG OFFICE: 14, DESVOUX ROAD, C.I.
LONDON OFFICE: 181, FLEET STREET, E.C.
HONGKONG, 4TH JULY, 1904.

THERE is probably little sincerity in the professed fear of the "Yellow Spectre" amongst the Statesmen of Europe. It is a rare thing to find Statesmen who by conspicuous ability have raised themselves to commanding positions exhibiting in their elevation a tendency to superstitions, which during their rise they assiduously concealed; and we may well believe that the Emperor WILLIAM II. is quite sincere in his forebodings as to the possibility of a re-occurrence of those tribal movements which eventually swamped the Roman Empire, and destroyed the old civilisation of the world. But is there any similarity between the situation then and now? At that period the conditions were, so to speak, reversed; the plains of Europe supported but a few wandering tribes, certainly they were no better peopled than was America before its discovery by COLUMBUS. On the other hand, Northern Asia, in regions now given over to the dominion of vast deserts, in those days supported large populations, who have everywhere left their remains in the way of huge tumuli and rude stone ruins. The very climate itself has changed, of which we find eloquent proofs in the skeletons of the huge elephants and rhinoceros which once found ample pasturage on the now frozen tundras of Northern Siberia. Wholesale migrations, we may rest assured, do not take place without adequate cause; and there is very good reason to associate the cause with the progressive deterioration of the climate, which has rendered Northern Siberia unfit to support a larger population than it at present maintains. While this was the case in Central and Northern Siberia, in Central

Asia the drying up of the land and the encroachments of the desert had its effect likewise in rendering the land by degrees unfit for human habitation. We have no statistics of the Central Asian lands at any time, but history proves that once they were far more populous than now; the reason being the gradual diminution of the quantities of water carried down by the two rivers, Oxus and Jaxartes, on which the plains are entirely dependent for their cultivation. Recent travellers are pretty unanimous in pointing out that the Russian occupation has had no effect in checking the depopulation. Miss MEAK, one of the latest travellers, who draws her information from Russian sources, and who dedicates her recent book to the TSARITSA, may certainly be looked upon as a friendly witness. She describes the gradual decay of Samarkand as hastened, rather than the contrary, by the Russian occupation; people, she tells us, who settled down there in the hope of finding a reasonable return for capital invested, are one and all moving on to Khokand. The cultivation of cotton in Turkestan, which the Russians reasonably hoped would prove a source of gain to the Khanate, has been found to have the contrary effect. In a country where every available acre is occupied under ordinary conditions in providing food crops for the people, the displacement of rice by cotton has had a deleterious effect. Without human labour the land cannot be cultivated, and without rice the people cannot be fed; so that the displacement of rice means the diminution of the population, and the diminution of the population reacts in the abandonment of still more land to the encroaching desert; and land in Central Asia once abandoned, all history tells, can never more be restored to cultivation. Even at present Turkestan has to import corn for her small population, so that the desiccation of the land bids fair to be continuous. The present population of Siberia is estimated at from seven to eight millions, spread over an area 11 times that of Europe, which gives just two square miles to each inhabitant; taken separately, the greatest density in any one of the Governments into which it is divided is two per square mile. Russia has in fact not been able to draw in the present war upon her vast Siberian territories, but has to send practically all her men and stores from Europe over some 5,000 miles of badly-constructed railway. So little is the danger of any approach from Northern or Central Asia.

But of course there is the case of JENGHIZ KHAN's invasion, which in the fourteenth century was well nigh as fatal for modern civilisation as was that of the Goths and Huns for the ancient culture of the Roman Empire. Why should it not be repeated? We have above shown some of the actual reasons; the rest may be inferred. Of all conquerors in history JENGHIZ KHAN did most to prevent for all time a recurrence of conquests, as much as he destroyed the resources and capabilities of the lands which he overran. We have shown how absolutely dependent on population are the lands he passed over for their cultivability. JENGHIZ not merely killed off entire populations, but he waged war with vegetation; his followers destroyed the forests through which they passed, and blighted the vegetation. In a well-watered country Nature can go far towards healing the wounds of war; not so in Central Asia, where during the entire human epoch the rainfall has been deficient. There a tract of country once given up to the desert remains for ever in its deadly grasp. Persia, once covered with forests, now scarcely supports a single tree. Richly-cultivated districts have reverted to howling deserts. The entire delta of the two great Central Asian rivers, the Oxus and Jaxartes, was once a smiling, well-cultivated plain, fed everywhere by great streams, natural or artificial. Now, with the exception of the lands immediately watered by the Oxus and Zarafshan, it is a sandy desert, known as the Kizil-kum or Red-Sand. The slopes of the Pamir plateaux were once covered with abundant forests, and we hear little of the difficulties they offered to the advance of armies. Now the Pamirs are practically blocked to the passage of troops unless in the smallest of detachments, and what is true of Western Turkestan has in modern times become equally true of Eastern. There is no population in Central Asia to support a solitary one of the unnumbered hordes, who even in historical times penetrated from one end of Asia to another.

To all this it may of course be replied that in Eastern Asia there is still China, and China is still at least as populous as ever she was; and suppose China were to

unite with Japan, who could foresee the result? To this there are two answers. First, there is so little affinity between China and Japan in race or otherwise that a conjunction of the two can scarcely be looked upon as within the bounds of the possible. Both, it is true, live in the east of Asia; both possess a little yellow pigment in their complexions. Besides, their ethnology and their culture at all epochs mark them out as races as distinct from one another as either from the western European type. The Japanese it was who, in the thirteenth century, drove back on Europe the Mongol hordes, and the memory of their achievements in that field still stands them in their present contest with Russia. The Chinese have no such achievement to their credit, and at all times have preferred to gain their ends by diplomacy rather than by force of arms. A raid like that of JENGHIZ KHAN, even at their time of greatest power, has never entered into the heart of a Chinese leader to conceive. Even JENGHIZ KHAN's army, though at the time he owned sway over a large part of Northern China, was not materially swelled by any Chinese intermixture in its ranks. So much for the likelihood of a Chinese raid; which would be, moreover, quite contrary to all the experience of history.

Even yet there remains the greatest of the difficulties in the advance of any force from Eastern Asia to Europe, and that is its physical impossibility under modern conditions; and here we do not only allude to the difficulties arising from the military superiority of the West, but rather to the physical difficulties of the journey. We have sketched out the depopulation of the continent, and shown it to depend on the modern deterioration of the land to a degree beyond human alleviation. If it were possible to replant the entire of the continent, and re-take its lost population, there is still the difficulty of the climate, which would effectually prevent the movement of troops in any number. The difficulties staring Russia in the face after years of possession and preparation are but trifles to what a modern army would meet on its way from Eastern to Western Asia. The Yellow Terror is not a thing to seriously trouble the present generation of European Statesmen; and from all that we can foresee is no more likely to interfere with the sleep of their great grand-children.

The French Mail of the 31st May was delivered in London on the 30th June.

At noon on Saturday the plague roll for the year stood at 384.

As a result of the rains the streams in the Tytan water-collecting area are all running strong and that reservoir is getting nearly full. The other reservoirs are at the overflowing point.

The reason for the delay in taking over of the old Bay View Hotel as a police station is stated to be that the P.W.D. intend to drive a new road behind it which will perhaps involve the demolition of the building.

To-day is the "Glorious Fourth."—United States Independence Day. Consul-General and Mrs. Bragg announce that they will be at home at the "Crown's Nest," Barker Road, from 4 to 7 p.m. Mr. J. W. Osborne, of the Kowloon Hotel, also announces that he will be at home from 12 a.m. to 11.30 p.m.

The following programme of music will be performed by the band of the 93rd Burma Infantry on the New Parade Ground this evening from 5 to 6.30 p.m.:

March..... "Romine"..... Gommel

Overture..... "Hayde"..... Athur

Selection..... "An Artist's Mo'el"..... Sidney Jones

March..... "La Contessa"..... Translauter

Selection..... "La Shop Girl"..... Ivan Carval

Waltz..... "The Choristers"..... Phelps

"God Save the King"

—

The Government Gazette contains a dispatch from the Secretary of State for the Colonies on the subject of the appointment of probationers to the Police Force of Hongkong, the Straits Settlements and the Federated Malay States. The Colonial Secretary has decided that the examination for these posts shall be the same as that for the Indian Police Force. Officers will in a rule look for promotion only in the States or in that Colony to which they are assigned, but they will be liable to be transferred if it is considered desirable. The officers appointed as Police probationers will have no claim to appointments in the cadet service, but cadet officers may still be appointed, if thought fit, to posts in the Police Department. A probationer will receive a salary of £225 per annum, and when he has passed examinations in native languages, &c., he will be paid £300 per annum until he obtains a substantive appointment; but if he remains three years, after passing his examinations, without obtaining a substantive appointment, his salary will be increased to £350. The classification of the Police Service in Hongkong provides for two assistant superintendents on an initial salary of £300, rising by triennial increments of £60 to a maximum of £340; one Deputy Superintendent starting at £600 and rising by triennial increments of £60 to £720; and one Captain Superintendent starting at £800, and rising by triennial increments of £100 to a maximum of £1,000. Free quarters will be provided for these officers as well as for probationers.

To all this it may of course be replied that in Eastern Asia there is still China, and China is still at least as populous as ever she was; and suppose China were to

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To-morrow, there will be a meeting of the left half, No. 2 Company, H.K.V.A. in the Institute at headquarters, from 5.30 p.m. to 6.30 p.m., to discuss arrangements for a weekly drill and allotment of men to Sub-Divisions, &c., &c.

The old village of Putowong, in Chung-kwang-o Bay, which was at one time an important Chinese Customs centre, is now almost deserted, and the old Customs station is going to rack and ruin. There is word, however, that the station is to be taken over by the police, so that very probably the village will yet see another period of prosperity.

The June number of the *National Review* contains a very noteworthy pronouncement on the *entente cordiale* from that distinguished French Statesman M. Denner, formerly Governor of French Indo-China. He points out that the *entente* shows that in Europe "England is ready to range herself by the side of France against ambitions which will imperil the independence of nations and compromise the peace of the world for a long time to come. A general and permanent alliance between England and France is not possible, nor is it desirable. It is on parallel lines, in complete independence, and yet with entire cordiality, that they must pursue in time and space the path of their glorious destinies."

At the Metropole Theatre on Saturday evening the second concert of the season was given by Messrs. Ware and Ross's Entertainers before a good house. The entertainment was followed with much interest by the audience and was very enjoyable. The first item was a piano-forte overture which was very well performed. Among the artists who contributed to the entertainment were Miss Gertrude Masie, who as a singer and dancer gained the approbation of the audience; Mr. Tom Morcom; Mr. Walter King; Mr. George Gibbs, and two Naval men who did good service in keeping up the programme. Mr. James Christie, the champion boxer of Hongkong, gave a clever ball-punching exhibition, and the most interesting item in the show was the cinematographic representation of the famous Corbett-Jeffries fight.

AN UNPLEASANT ADVENTURE WITH PIRATES.

A GOVERNMENT LAUNCH SURROUNDED.

Messrs. Gao, Fenwick & Co., Ltd., have supplied us with the following particulars of an incident which occurred to the Government launch *Alexandra* on her voyage hence to Weihaiwei. The Report is by Capt. Ellis, who thinks that its publication may be of service to others navigating small craft along the coast.

"About 6.30 p.m. Wednesday, June 8th, the weather setting in thick and rainy, I decided to anchor for the night at Namki Island. I therefore entered an inlet on the N. W. side of that island and found good anchorage for a small vessel in 4 fathoms of water and sheltered from all winds except N.W. Upon dropping anchor, the launch was immediately surrounded by upwards of 100 fishing boats, who came from every conceivable nook and corner and lined the launch ten deep all round. The occupants of these boats swarmed aboard the launch from all directions. My men could not understand a word of their dialect, and as they appeared to be getting boisterous, I concluded that discretion was the better part of valour and consequently sent my engineers below to stand by the engines and to get a good head of steam. I at first thought that the men had boarded the launch simply out of curiosity, but was speedily undeceived when it became evident that they were there for loot, for they began to hustle my men about and handle everything that was movable. At last the brass helmet of the binnacles caught their eyes, and two of them attempted to remove it. This I of course resisted, with the result that there was danger of being overpowered. I consequently jumped down the cabin and produced my revolver, a large size 45 cal. Colts. Two men had the audacity to follow me down the cabin steps, but a couple of smashing blows on the jaw from the butt of the revolver sent them to the right-about and I got on deck. My three quartermasters, seeing me come up, armed themselves with pieces of firewood and iron bars, and we proceeded to clear the deck. After about 10 minutes of lively work, we succeeded in doing so, when I attempted to get up anchor. We were anchored with a kedge and 3*i* inch line, the chains not being available on account of the temporary housing covering up the captain. This the fishermen resisted, holding on to the line and trying in every way to impede our movement.

"At length I was obliged to fire a shot over them, and that having no effect I fired a second through the bows of one of the most prominent boats, and then succeeded in shortening in the line and dragging the anchor into deep water by going full speed astern, when I was able to pick it up, not, however, without constantly threatening the howling mob who persisted in clustering round the launch.

"After turning round and getting full speed on her, I gave one fellow the stern in good style, cutting him down and capsizing the occupants, who were all picked up by their comrades. This seemed to damp their ardour and I got away all right, being obliged to put in a very unpleasant night through fog and rain. "I am firmly convinced that if I had not got out as I did, the launch and crew would have remained there for good, the vessel being simply posted as missing; for a more piratical gang does not exist than the fishermen on this part of the coast."

The *Alexandra* performed the voyage from port to port in 91 days, detecting stoppages, the total steaming time was 7 days.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENTS.]

OXFORD AND CAMBRIDGE CRICKET.

LONDON, 2nd July.

In the Inter-University Cricket Match, the scores were Cambridge, 253 in the first innings and 390 in the second; Oxford, first innings 149, and 221 for 6 wickets in the second innings.

THE TIBETAN EXPEDITION.

LONDON, 2nd July.

The delegates have arrived at Gyangtse.

OBITUARY.

LONDON, 2nd July.

Sir G. F. Watts, D.C.L., LL.D., the well-known painter, and member of the Royal Academy, died to-day.

[Sir G. F. Watts was born in 1817 and was therefore 87 years of age. He first exhibited in the Royal Academy in 1837, and was elected a Member of that distinguished Society in 1867. As an allegorical and historical painter he won a world-wide reputation. He was knighted in 1902.]

THE PHILIPPINES.

TOBACCO AND LIQUOR TAX ENACTED.

MANILA, 2nd July.

The Internal Revenue Law to tax tobacco, wine, beer and spirits has been enacted, and is estimated to produce a revenue of \$5,000,000 per annum.

The basis of the Act is to support the Government view of free trade with the United States.

One-fourth of the revenue will revert to the Provinces and the balance will go into the insular treasury.

[REUTER'S SERVICE.]

THE TIBET EXPEDITION.

LONDON, 30th June.

Col. Macdonald began operations on the 28th instant, by the capture of a Tibetan fort after severe fighting in which the enemy's losses were heavy. On the British side Capt. Chester was killed and two officers and five Sepoys wounded.

THE GOVERNOR OF HONGKONG.

LONDON, 30th June.

Sir Mathew Nathan has started for Hongkong.

THE REVENUE OF GREAT BRITAIN.

LONDON, 1st July.

The revenue for last quarter was £21,723,869, a decrease of £2,688,044.

FRANCE AND SIAM.

LONDON, 1st July.

The protocol of the treaty between France and Siam which has been signed in Paris provides for the immediate cession of the port of Kraal to France.

ITALIAN DIPLOMATIC APPOINTMENTS.

LONDON, 1st July.

Signor Melegari, the Italian Minister at Tokyo, has been appointed Ambassador to St. Petersburg. Count Viani, now in Mexico, will succeed Signor Melegari.

FRANCE AND MOROCCO.

LONDON, 1st July.

France is arranging with Morocco to introduce a force of Algerian Z

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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Telegraphic Address: Press, Codes: A.B.C., 8th Ed.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW
THE Company's Steamship.

"HAICHING".

Captain Hodges will be despatched for the above ports TO-MORROW, the 5th instant, at NOON.

For Freight or Passage, apply to
DOUGLAS LAPRAK & CO.,
General Managers.

Hongkong, 2nd July, 1904. [1624]

IMPERIAL GERMAN MAIL LINE,
NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIOGO
AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ REGENT LUFTPOLD".

Captain H. Kirchner, due here with the outward German Mail about TUESDAY, at 5 P.M., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD,
For Further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 4th July, 1904. [1625]

ENTERTAINMENT

METROPOLE THEATRE.

METROPOLE HOTEL,
Sole Proprietor: Mr. JAS. CHRISTIE.

SPECIAL PERFORMANCE
TO-NIGHT (MONDAY), 4TH JULY.

COMPLETE CHANGE OF PROGRAMME.
Introducing the following Artists:-

TOM MORCOMB,
Miss GERTIE MAISIE.

WALTER KING,
McCORMICK & MCGINTY.

THE PERCIPAPHONE,
AMERICAN BIOGRAPH.

JAS. CHRISTIE,
GEORGE GIBBS.

The best performance ever produced in Hongkong.

Prices..... \$2 and \$1.

Overture 8.30. Performance 9 Sharp.

Rickshas held until conclusion of performance.

Hongkong, 4th July, 1904. [1605]

QUAN WAH & CO.
GRANITE AND MARBLE MERCHANTS,
EXPORTERS AND CONTRACTORS.

Sole Agents of QUAN TAI & CO., Lime Manufacturers.

All descriptions of GRANITE AND MARBLE FOR EXPORT.

Dealers in GRANITE AND MARBLE MONUMENTS

Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th October, 1899. [10]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as also by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO'S, OCEAN S.S. CO., and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904. [1239]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTE'S, AMBERITE

and KYNOCK'S SPORTING

CARTRIDGES, 8, 10, 12, 16, and 20 BORE,

and NEWCASTLE CHILLED SHOT in

all Sizes, Nos. 10 to SSSG. AIR GUNS and

AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 28th November, 1902.

TO LET

TO LET.

1ST and 2ND FLOORS, No. 38, QUEEN'S

ROAD CENTRAL, suitable for Office.

Apply to—

THE YEE WO.

Nos. 49 & 51, Queen's Road Central.

Hongkong, 23rd May, 1904. [1311]

TO LET.

2ND FLOOR, suitable for Office.

Apply to—

WING CHEONG.

35, Queen's Road Central.

Hongkong, 3rd June, 1904. [74]

TO LET.

FURNISHED QUARTERS in Wyndham

street, for a quiet bachelor. \$50.

Apply to—

S. Care of Daily Press Office.

Hongkong, 31st May, 1904. [1372]

HONGKONG CLUB.

TO LET.

A SUITE of TWO ROOMS, on the

Ground Floor of the Annex, suitable for

Offices. For particulars apply to the undersigned.

C. H. GRACE,
Secretary.

Hongkong, 4th June, 1904. [1417]

TO LET.

LARGE AIRY ROOMS, suitable for

Offices, in Des Voeux Road Central.

Two Rooms from 1st May, 1904, and One Room

from 1st June, 1904.

For Terms, apply to—

A. G. I. S.,
Care of Daily Press Office.

Hongkong, 28th April, 1904. [1119]

TO LET.

TWO ROOMS, on the First Floor of

Alexandra Building.

Apply to—

SECRETARY,
A. S. Watson & Co., Limited.

Hongkong, 17th June, 1904. [1515]

TO LET.

2ND and 3RD FLOORS, No. 35, QUEEN'S

ROAD CENTRAL; suitable for Office.

Apply to—

WING CHEONG.

35, Queen's Road Central.

Hongkong, 3rd November, 1903. [74]

TO LET.

WATERLEY HOTEL, No. 8, ICE

HOUSE STREET.

The EYRE (PEAK).

BELLIOS TERRACE Nos. 10, 13 & 21,

QUEEN'S ROAD CENTRAL, TWO

ROOMS, over Aches & Co.

No. 3, SEYMOUR TERRACE (Furnished).

"BANGKOE" (PEAK) from 1st August.

Apply to—

LINSTEAD & DAVIS.

Hongkong, 15th June, 1904. [1429]

TO LET.

AMERICAN ASIATIC STEAMSHIP

COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"EPSOM,"

Captain J. White, will be despatched for the above port on or about MONDAY, the 15th August.

For Freight, apply to

SHEWAN, TOMES & CO.,

General Agents

Hongkong, 4th July, 1904. [1630]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,

have now 40,000 Cubic feet of Co.

Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily. Sundries excepted to receive and deliver perishable goods

Wm. PARLAME, Manager.

Hongkong, 18th November, 1901. [57]

NOTICE.

INTIMATIONS
THE
ROBINSON
PIANO CO. LTD.

UPRIGHT IRON
GRANDS
MANUFACTURED BY US
ARE TO BE
ABSOLUTELY DEPENDED ON

THERE IS NO PIANO SO WELL
ADAPTED TO STAND THE
HONGKONG CLIMATE.
THE MATERIAL IS OF THE BEST
AND THOROUGHLY
SEASONED IN THE COLONY.

WE GUARANTEE THEM FULLY.

PRICES \$400: Upwards.

BABY
GRANDS
ONLY 5 FEET LONG.
Hongkong, 8th June, 1904. [1400]

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JOB PRINTING
DEPARTMENT
OF THE
"HONGKONG DAILY PRESS"

IS REPLETE WITH ALL THE LATEST
AND MOST UP-TO-DATE APPLI-
ANCES FOR THE PRODUCTION OF
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ILLUSTRATED

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COMMERCIAL
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TURNED OUT ACCURATELY, AND
WITH THE GREATEST DESPATCH,
UNDER THE DIRECT SUPERVISION
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AND

MARBLING, ETC.,

ALL EXECUTED ON THE PREMISES
AT THE SHORTEST NOTICE.

LAW WORK,
LEDGERS AND ACCOUNT
BOOKS

A SPECIALITY, AND AT PRICES
WHICH COMPARE FAVOURABLY
WITH ANY OTHER PRINTING ESTA-
BISHMENT IN THE FAR EAST.
ESTIMATES FURNISHED.

Hongkong, 1904.

NOTICE TO KOWLOON RESIDENTS.
EXTRA COPIES of *Daily Press* are on
sale daily at Mr. H. RUTTONJEE'S
KOWLOON STORE, No. 36, Elgin Road
Price 15 cents per copy cash.
Hongkong, 22nd December, 1903.

FOR SALE

FOR SALE

TEAKWOOD STEAM LAUNCH in Good
Working Order and condition.
Length 36 feet.
Breadth 7 feet.
Depth 3 feet 6 inches.
Engines, Compound Outboard Condensing.
Prices \$3,250.
Apply to—

X.
Care of *Daily Press* Office.
Hongkong, 31st May, 1904. [1374]

TO PHILATELISTS.
FOR SALE, a large variety of Chinese, all
issues, Chinese Local, Shanghai, Hong-
kong, Indian Native States, Borneo, &c.,
including many of the old and rare issues.
Selections sent on approval. Prices extremely
low. Apply—

BOX 14,
Care of *Daily Press* Office.
Hongkong, 14th June, 1904. [1385]

FOR SALE

NOS. 1, 2 or 3, STEWART TERRACE,
The Peak.
Apply to—

THE HONGKONG LAND INVEST-
MENT AND AGENCY CO. LTD.
Hongkong, 21st May, 1904. [129]

FOR SALE

K RUGER COINS, Gold, Silver and
Copper, mounted and unmounted, at
very reasonable prices.

Also real Rhinoceros Hide Sticks from \$8.00
to \$20.00.

Sold at
CHONG SHING, Jeweller,
No. 39, Queen's Road Central.
Hongkong, 29th June, 1904. [1595]

FOR SALE

STEAM Launch "PERSEVERANCE."
Length, 100 feet; Beam, 18 feet; Depth,
9 feet; Speed, 10 miles per hour. In first-class
working order.

Apply to—

WANG HOP COMPANY,
No. 82 (1st Floor), Des Voeux Road Central.
Hongkong, 29th June, 1904. [1596]

HIRANO WATER.
THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST
Bottled in Japan by H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS,
Hongkong, 31st May, 1904. [1166]

S I E N T I N G.

SURGEON DENTIST,
No. 10, L'AGUILAR STREET

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903. [9]

NOTICE TO MARINERS,
No. 197 (Special).

C H I N A S E A.

SHANGHAI DISTRICT.

SOUTH CHANNEL ENTRANCE TO
THE YANGTZE.

Intended change in the position of the
Gas-Lighted Fairway Bell Buoy.

NOTICE IS HEREBY GIVEN that in
consequence of changes having taken
place in the Entrances to the South Channel,
the Gas-Lighted Fairway Bell Buoy will be
shifted 1½ miles South of its present position
on or about the 15th July next.

From the Buoy, the Tunglu Lightship will
then bear N. 43 W.

Further information can be obtained at the
Coast Inspector's Office.

All Bearings given are Magnetic.

T. J. ELDRIDGE,
Deputy Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 25th June, 1904. [1622]

THE AMERICAN SYSTEM
OF
D E N T I S T R Y

Dr. M. H. CHAUN,
37, Des Voeux Road Central, HONGKONG
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. [164]

ON SALE.

M A P OF THE SIKIANG or WEST
RIVER
From HONGKONG to WUCHOWFU,
Showing the Ports and Calling Places
Opened to Foreign Trade, 1897.
Published at *Daily Press* Office.
Price 25 Cents, Cash.
Hongkong, 1st April, 1897.

HONGKONG
BUSINESS DIRECTORY.

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Diamond Merchants and Watchmakers, 4
Watson's Building, Queen's Road, A.
at Shanghai, Manila, Paris and Iloilo

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.
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also colouring Photos and relief Photos.
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done for Amateurs; No. 8A, Queen's
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F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
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position Red Hand Brand.

ISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers,
Tools, Metal, Iron and Steel Merchants
144, Des Voeux Road.

PROBLEMS OF NEUTRALITY.

At the Royal United Service Institution last
month the Rev. T. J. Lawrence, LL.D.
(Professor of International Law at the Royal
Naval College, Greenwich), read a paper on
"Problems of Neutrality—Illustrated by the
Russo-Japanese War." Vice-Admiral Sir
Robert H. Harvie (president of the Royal
Naval College, Greenwich) was in the chair.

Dr. Lawrence in the course of his paper said
that the war in the Far East had been prolific
of questions which concerned the mutual rights
and duties of neutrals and belligerents. As to
the question of floating mines on the high seas,
he remarked that there were no precedents to
guide us in the matter; but he had formed an
opinion on the spur of the moment that every
sound principle was against the making by
belligerents of a part of the open sea into a
mine-field. But if belligerents' mines properly
laid in places where hostilities might be carried
on, broke loose and floated about, interfering
with neutral navigation, the case would be on
all fours with that of a stray shot fired during
an engagement which, missing the enemy,
might perchance do damage to a neutral vessel.

He then directed attention to the rescue
of belligerent combatants by neutrals at
sea, and remarked that it was strange
that the second day of the Russo-Japanese
war should have witnessed the raising of a
question which baffled the Hague Conference
of 1899. No provision was made in the Convention
for the final disposal of those who were
rescued by neutral vessels, and no directions
were given for the treatment of the sick and
wounded after they had recovered under neutral
care. But the plenipotentiaries expressed a
unanimous wish that Switzerland should soon
call a conference with a view to a revision of
the Geneva Convention. When such conference
met the events which occurred in the harbour
at Chomolun on February 9 last, in which the
Russian cruiser *Varjag* and the gunboat *Korets*
were concerned, would form an important
precedent for its guidance. There could be
little doubt that more was done on that occasion
in the way of aid by the British, French, and
Italian ships than the mere rescue of drowning
men, but how much more they could not at
present define. The Japanese made no diplomatic
protest; and therefore they might assume
that that Power did not consider themselves to
have been wrongfully deprived of prizes and
prisoners through the action of the British,
French, and Italian captains. The incident
showed, among other things, that provision
would have to be made in the future for assistance
by neutral ships of war, as well as by
neutral hospital ships and ordinary neutral
vessels.

"THE TIMES" STEAMER AND WIRELESS
TELEGRAPHY.

The lecturer next proceeded to consider what
he described as "the new and strange point"
which had arisen out of the connection between
newspaper correspondents and wireless tele-
graphy. He said that the two had been brought
together for the first time during the present
war, and the honour of the innovation belonged
to *The Times*. It had fitted up the steamer
Hazimur with Dr. Forest's wireless telegraphy
apparatus, and placed on board a representative
of its own, whose messages were sent in cipher
to Weihaiwei and telegraphed from thence to
London over a neutral British cable. There
seemed no Machiavellian subtlety here, especially
as the steamer was liable to search by the armed
vessels of either belligerent, and had in fact
been visited several times by Japanese warships
and once by the Russian cruiser *Bayan*. But
something connected with the proceedings must
have got on the nerves of Admiral Alexieff,
for in April he notified that if he caught "off
Kwangtung, or within the zone of operations
of the Russian fleet," correspondents "making
use of improved apparatus not yet provided
by existing conventions," he should treat them
as spies and confiscate their vessels. When they
were death by hanging, they realized how serious was
the threat of the Tsar's Viceroy in the Far
East. The fortune of war had left him little
chance of carrying his purpose into effect. But
nevertheless it was due to his exalted position,
and the greatness of his country, to examine his
statement carefully in the light of law and
reason. Fortunately they could appeal to an
authority which Russia was bound to respect.

Both belligerents in the present war had
signed the Hague Convention, and therefore
both were bound by its rules. These made a
man a spy if he obtained information by secret
means, and obtained it for the enemy. The
method used in forwarding it when obtained
were not once mentioned, and could not be
material to the issue. And yet it was on these
and these only, that Admiral Alexieff's
denunciation turned. It might perhaps be
argued that the Hague rules referred to war
fare at sea. But there could not be one
definition of a spy for military purposes and
quite another for naval purposes. In the matter
of espionage, the accepted principles were of
universal application; and it was impossible to
bring the correspondent of *The Times* within them.
The threat of Russia bore a striking
resemblance to the contention of Prince
Bismarck in 1870 that Franchmen who attempted
to carry despatches in balloons from
belligerent cities were spies. Four years afterwards
the Brussels Conference on the Laws of
War decided that they were not, and the
representatives of Germany acquiesced in the
decision. The 29th article of The Hague Code
repeats it, and it is not likely to be challenged
in any quarter. A similar ending to the
Russian attempt to penalise wireless telegraphy
might be confidently expected.

CONTRABAND OF WAR—COAL.

After discussing the question of the use of
neutral waters by belligerents the lecturer dealt
with the subject of contraband of war, examining
the difference in the way in which Japan and
Russia treated it, and referring to the special
cases of coal and provisions. Russia's record
with regard to coal was, he said, remarkable
for inconsistency. Till recently we had France

and Russia in agreement in holding coal to
be in no case contraband, and Great Britain,
at the head of a group of important maritime
Powers, maintaining that it belonged to the class
of conditional contraband. But on February 23 last,
20 days after the outbreak of the
present war, Russia quietly hoisted the compass
and proceeded to substitute one extreme view
for the other. The eighth article of her rules,
which the Imperial Government would enforce
during the war with Japan, included in her
list of contraband—"Every kind of fuel, such
as coal, naphtha, alcohol, and other similar
materials." They must remember that all the
articles enumerated in Russia's rules were
"unconditionally contraband," and they would
understand that a cargo of soft coal proceeding
from Newcastle to Yokohama for the use of
the civilian population of Tokyo was subject to capture as much as a cargo
of smokeless coal proceeding from Cardiff to
Nagasaki for the use of Admiral Togo's
fleet. Had we any reason to object? The
answer to this question seemed to him to
depend upon the view we were disposed to take of
the importance of coal in naval warfare, and
our estimate of the case with which a cargo
loaded at a commercial port could be conveyed
by land carriage to a port of naval equipment.
Lord Lansdowne voiced the usual English
doctrine when he wrote in February to uCardiff
that "Coal is an article *anergia* was, not
per se contraband of war," but, if destined for
warlike as opposed to industrial use, it may
be made contraband." But if we looked upon coal
as also absolutely essential to the equipment for war
of a modern navy, that it ought to be placed on
the same footing as ammunition, and supplies
of it in neutral harbours prohibited altogether,
we could hardly retain the position thus set
forth. If belligerents were no longer to be
allowed to buy coal in our ports, could we still
claim a right to carry it to their ports unmolested,
as long as they were not ports where
warships were fitted out? He could not see
how the two positions were to be reconciled.
We must choose between total prohibition to
belligerents coupled with total prohibition by
belligerents on the one hand, and on the other the
present limited freedom of supply to belligerents
coupled with a limited freedom to carry
the article to their ports. He could see strong
arguments on either side. Careful discussion
was required before we came to a
decision. It might be that a way out of the
difficulty could be found by making absolutely
contraband the harder and non-smokeless kinds
of coal, which were those generally used for
naval purposes, while the softer sorts remained
on our list of goods conditionally contraband.
Meanwhile it might be advisable to call attention
to the fact that up to the present little
practical application had been made by Russia
or her allies to the rules of 1900. It was to be hoped that
this attitude of deference to neutral susceptibilities
would be continued, though the declaration
that cotton would in future be regarded as
contraband pointed in the opposite direction.
But it appeared that it was the raw material
that was declared to be contraband because it
could be used as gun-cotton.

PROVISIONS.

As to provisions, at the outbreak of the war
between Great Britain and France in 1793, both
parties first adopted, and then under
neutral pressure abandoned, the practice of
capturing as contraband neutral cargoes of
provisions on their way to open commercial
ports of the enemy. Out of this attempt and its
failure grew the doctrine that food was not
contraband unless it was destined for a
besieged place or an armed force of the
enemy. After pointing out that we must look
carefully to our own position, since it was a
matter of the utmost importance for us to keep
our imports of food free from molestation at all
times, the lecturer said that the action of
Russia in the present war emphasised the
warning. Hitherto she had been on the side of the
received rule. Food-stuffs were absent from
her list of contraband of 1900. But the
additions of February 28th, 1904, contained
rice and provisions. We could only hope that
our Government had followed the example of
their predecessors in 1855, and entered a strong
protest. In the action of Japan there was
nothing of which we could complain. With
her food was contraband only when destined for
the use of the enemy's armed force—and he
presumed her Courts would add for a besieged
place. When American steamers laden with
canned meats and other provisions put into
Japanese ports on their way to Port Arthur and
Vladivostok at the beginning of the war
their cargoes were of course seized. There was
no breach of international law in such acts.
The only comment it was possible to make upon
them was that on these occasions some of our
American cousins showed a strange lack of
their usual sagacity in matters of commerce.
Our own policy was perfectly clear. Unless we
altered our habits fundamentally, or diminished
our numbers by more than half, we could not
live upon the produce of our own soil. Practically,
we were dependent upon imports from
abroad for about four-fifths of the wheat and
flour we consumed. Of this enormous quantity
we very large proportion came from our Colonies
and dependencies. In the eight years end 1903
it varied from 8 to 24 per cent. In these
facts we found at once our call to action and
our hope of success in action. It was a matter of life
and death for us to prevent any change in
international law which should make the food
of the civilian population undoubtedly
contraband, and if argument and protest could not
do it force must. Should the use of force be
necessary, we were not likely to stand alone.
Our trade in food was so lucrative to the great
wheat-producing and meat-producing countries
that they would strain every nerve rather than
lose it. The United States was with us heart
and soul in the doctrine that food-utensils were not
contraband unless destined for warlike use, and
they were prepared to enforce it at all risks.
If in time of war with France or Germany
American corn cargoes bound for Liverpool
were captured on the high seas the Star and
Stripes would soon wave side by side with the
Union Jack over the fleets which swept the
commerce destroyers from the ocean. Other

SHIPPING.

ARRIVALS.

DESTINATION	VEHICLE'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	PO-RE-DESPATCHED
LONDON, AMSTERDAM & ANTWERP	YANGTSE	Brit. str.	H. E. Kitcat	BUTTERFIELD & SWIRE	To-morrow.
LONDON & ANTWERP, VIA SINGAPORE, &C.	CANDIA	Brit. str.	P. & O. S. N. Co.	P. & O. S. N. Co.	About 5th inst.
LONDON, &c., VIA PORTS OF CALL	CHINAS	Brit. str.	W. B. Palmer	BUTTERFIELD & SWIRE	16th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	KINTUCK	Brit. str.	P. & O. S. N. Co.	BUTTERFIELD & SWIRE	19th inst.
LONDON DIRECT	SARDINIA	Brit. str.	P. & O. S. N. Co.	BUTTERFIELD & SWIRE	About 21st inst.
LONDON, AMSTERDAM & ANTWERP	KEEMUN	Brit. str.	P. & O. S. N. Co.	BUTTERFIELD & SWIRE	2nd Aug.
LONDON, AMSTERDAM & ANTWERP	MOYUNE	Brit. str.	P. & O. S. N. Co.	BUTTERFIELD & SWIRE	16th Aug.
MARSEILLES, HAVRE & COPENHAGEN	P. MARIE	Dan. str.	Berentzen	MELCHERS & CO.	6th inst.
MARSEILLES, &c., VIA PORTS OF CALL	YARRA	Brit. str.	H. Soller	MESSAGERIES MARITIMES	12th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	SEIDLITZ	Brit. str.	Sachet	GIRE, LIVINGSTON & CO.	About 13th inst.
BREMEN, VIA PORTS OF CALL	NURNBERG	Ger. str.	Dawers	MELCHERS & CO.	6th inst., at Noon.
HAVRE, BREMEN & HAMBURG	C. FERD LAEISZ	Ger. str.	Jahns	HAMBURG-AMERIKALINIE	6th inst.
HAVRE & HAMBURG	BADENIA	Ger. str.	Reorden	HAMBURG-AMERIKALINIE	10th Aug.
HAVRE & HAMBURG	RAMBERG	Ger. str.	Miltzaff	HAMBURG-AMERIKALINIE	25th Aug.
TRIESTE, &c., VIA SINGAPORE, &c.	ANDALUSIA	Aut. str.	Schmidt	HAMBURG-AMERIKALINIE	5th Sep.
GENOA, MAESIELLES & LIVERPOOL	DIONE	Brit. str.	Crugilis	SANDER, WIELER & CO.	21st inst., P.M.
GENOA, MAESIELLES & LIVERPOOL	SARPEDON	Brit. str.	P. & O. S. N. Co.	BUTTERFIELD & SWIRE	15th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	R. CASTLE	Brit. str.	DODWELL & CO., LD.	DODWELL & CO., LD.	About 5th inst.
NEW YORK VIA SUEZ CANAL	SCUYKILL	Brit. str.	P. & O. S. N. Co.	STANDARD OIL CO.	10th inst.
NEW YORK VIA SUEZ CANAL	EPSON	Brit. str.	J. White	SHewan, TOME & CO.	About 15th Aug.
E. OF JAPAN	ATHENIAN	Brit. str.	G. V. Williams	CANADIAN PACIFIC R. CO.	13th inst.
LYRA	LYRA	Brit. str.	Wagner	CANADIAN PACIFIC R. CO.	20th inst.
OANFA	NICOMEDIA	Brit. str.		DODWELL & CO., LD.	9th inst.
CHINGTU	YANATA MARU	Brit. str.		BUTTERFIELD & SWIRE	11th inst.
BOKNEO	YANATA MARU	Brit. str.		NIPPON YUSEN KAISHA	16th inst.
TSINAN	YANATA MARU	Brit. str.		P. & O. S. N. CO.	To-morrow.
TAIWAN	YANATA MARU	Brit. str.		BUTTERFIELD & SWIRE	29th inst., 4 P.M.
P. R. LUITPOLD	YANATA MARU	Brit. str.		P. & O. S. N. CO.	About 10th inst.
WOOSUNG	YANATA MARU	Brit. str.		BUTTERFIELD & SWIRE	18th inst.
CHANGCHOW	PAKHOI	Brit. str.		MELCHERS & CO.	13th inst.
SHANGHAI	PAKHOI	Brit. str.		BUTTERFIELD & SWIRE	Quick despatch.
AMOY & SHANGHAI	SIMIA	Brit. str.		BUTTERFIELD & SWIRE	7th inst.
FOOCHOW, VIA SWATOW & AMOY	SHANSI	Brit. str.		BUTTERFIELD & SWIRE	To-morrow.
TAMSUI, VIA SWATOW & AMOY	TRIUMPH	Brit. str.		P. & O. S. N. CO.	8th inst.
ANPING, VIA SWATOW & AMOY	M. STRUVE	Brit. str.		OSAKA SHOSEN KAISHA	About 14th inst.
SWATOW, AMOY & FOOCHOW	TRITOS	Brit. str.		OSAKA SHOSEN KAISHA	8th inst.
SWATOW, CHEFOO & TIENTSIN	HATCHING	Brit. str.		OSAKA SHOSEN KAISHA	6th inst.
MANILA DIRECT	CHIHLI	Brit. str.		DOUGLAS LAPRAIRIE & CO.	6th inst.
MANILA DIRECT	TRAN	Brit. str.		BUTTERFIELD & SWIRE	6th inst.
MANILA	REBEL	Brit. str.		BUTTERFIELD & SWIRE	9th inst.
MANILA	ZAFIRO	Brit. str.		SHewan, TOME & CO.	10th inst.
SINGAPORE, COLOMBO & BOMBAY	SHAWMUT	Brit. str.		DODWELL & CO., LD.	19th inst.
BOMBAY, VIA SINGAPORE & PENANG	NANKIN	Brit. str.		P. & O. S. N. CO.	About 7th inst.
JAVA PORTS	ISCHIA	Ital. str.		CARLOW & CO. & CO.	11th inst., at Noon.
	TIPIANAS	Dut. str.		JAYA-CHINA-JAPAN LINN	Quick despatch.

DEPARTURES.

2nd July.

BENGAL, British str., for Europe.	
BOURBON, French str., for Canton.	
CHILI, British str., for Canton.	
DERAMORE, Norwegian str., for Sasso.	
HAILOONG, British str., for Tamsu.	
LARATES, British str., for Saigon.	
LOONGANG, British str., for Manila.	
MYRNDON, British str., for Yokohama.	
PAKHOL, British str., for Canton.	
PROGRESS, German str., for Hoihow.	
ZAFIRO, British str., for Manila.	
	3rd July.
APOLIO, Spanish str., for Sasebo.	
AUSTRALIAN, British str., for Australia.	
FRITHJOF, Norwegian str., for Swatow.	
MORPETH, British str., for Kure.	
SAMSEN, German str., for Bangkok.	

VESSELS IN DOCK.

2nd July.

ABERDEEN DOCKS.—KOWLOON DOCKS.—U. S. S. Pathfinder.—U.S.S. General Alava, Hainan, Tsinan, Carl, Diederichsen.—COPOLMET DOCK.—VESSELS ON THE BERTH	
REGULAR STEAMSHIP SERVICE TO NEW YORK.	VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG, 1904.	About
"RICHMOND CASTLE" ...	5th July.
"ST. FILLANS" ...	15th July.
"LOWTHER CASTLE" ...	31st July.
For Freight and further information, apply to DODWELL & CO., LD., Agents.	Hongkong, 30th June, 1904.
	1563
NAVIGAZIONE GENERALE ITALIANA.	(Florio and Rubattino United Companies.)
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.	Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week days, at 7.30 A.M., for Excursion Sundays, at 8.30 A.M.: from Macao week days at about 2 P.M. and Sundays at 7.30 A.M. (FARE—(week days) 1st Class (including cabin and servant), \$3, Return \$3.	
	2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.	
Wharf at the Western end of Wing Lok Street.	
The Steamer runs an Excursion Trip Every Sunday, and takes only 3½ hours to reach Macao.	
MING ON & CO.	2nd Flr., 16, Victoria Street.
HONGKONG-CANTON LINE.	Hongkong 3rd February, 1903.
THE British steamship	
"YING KING"	Capt. Wm. Robinson, of 1088 tons, Registered, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unequalled.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.	
1st Class ... \$3.00 for Single Journey	
2nd ... 1.50	
Meals ... 1.00 each.	
The steamer's wharf is at the Western end of Wing Lok Street.	
YUK ON S. CO., LD.	No. 216, Wing Lok Street.
Hongkong, 27th February, 1904.	175
NOTICE.	
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSIELLES, MEDITERRANEAN AND BLACK SEA PORTS.	
LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.	
ON TUESDAY, the 12th July, 1904, at 1 P.M., the Company's Steamship "YARRA," Captain H. Soller, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSIELLES via Ports of Call, WITHOUT TRANSHIPMENT.	
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.	
Shipping Orders will be granted till Noon only on Monday, the 11th July. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.	
Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.	
For further particulars, apply at the Company's Office.	
6. de CHAMPEAUX.	Agent.
Hongkong, 1st July, 1904.	12

VESSELS ADVERTISED AS LOADING.

DESTINATION	VEHICLE'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	PO-RE-DESPATCHED
LONDON, AMSTERDAM & ANTWERP	YANGTSE	Brit. str.	H. E. Kitcat	BUTTERFIELD & SWIRE	To-morrow.
LONDON & ANTWERP, VIA SINGAPORE, &C.	CANDIA	Brit. str.	P. & O. S. N. Co.	P. & O. S. N. Co.	About 5th inst.
LONDON, &c., VIA PORTS OF CALL	CHINAS	Brit. str.	W. B. Palmer	BUTTERFIELD & SWIRE	16th inst., at Noon.
LONDON DIRECT	KINTUCK	Brit. str.	P. & O. S. N. Co.	BUTTERFIELD & SWIRE	19th inst.
LONDON, AMSTERDAM & ANTWERP	SARDINIA	Brit. str.	P. & O. S. N. Co.	BUTTERFIELD & SWIRE	21st inst.
LONDON, AMSTERDAM & ANTWERP	KEEMUN	Brit. str.	P. & O. S. N. Co.	BUTTERFIELD & SWIRE	2nd Aug.
LONDON, AMSTERDAM & ANTWERP	MOYUNE	Brit. str.	P. & O. S. N. Co.	BUTTERFIELD & SWIRE	16th Aug.
MARSEILLES, HAVRE & COPENHAGEN	P. MARIE	Dan. str.	Berentzen	MELCHERS & CO.	6th inst.
MARSEILLES, &c., VIA PORTS OF CALL	YARRA	Brit. str.	H. Soller	MESSAGERIES MARITIMES	12th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	SEIDLITZ	Brit. str.	Sachet	GIRE, LIVINGSTON & CO.	About 13th inst.
BREMEN, VIA PORTS OF CALL	NURNBERG	Ger. str.	Dawers	MELCHERS & CO.	6th inst., at Noon.
HAVRE, BREMEN & HAMBURG	C. FERD LAEISZ	Ger. str.	Jahns	HAMBURG-AMERIKALINIE	26th inst.
HAVRE & HAMBURG	BADENIA	Ger. str.	Reorden	HAMBURG-AMERIKALINIE	10th Aug.
HAVRE & HAMBURG	RAMBERG	Ger. str.	Miltzaff	HAMBURG-AMERIKALINIE	25th Aug.
TRIESTE, &c., VIA SINGAPORE, &c.	ANDALUSIA	Aut. str.	Schmidt	HAMBURG-AMERIKALINIE	5th Sep.
GENOA, MAESIELLES & LIVERPOOL	DIONE	Brit. str.	Crugilis	SANDER, WIELER & CO.	20th Aug.
GENOA, MAESIELLES & LIVERPOOL	SARPEDON	Brit. str.	T. Brandt	BUTTERFIELD & SWIRE	About 5th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	R. CASTLE	Brit. str.	H. W. Konick	DODWELL & CO., LD.	10th inst.
NEW YORK VIA SUEZ CANAL	EPSON	Brit. str.	P. & O. S. N. Co.	CARLOW & CO. & CO.	10th inst.
E. OF JAPAN	PRINCE OF WALES	Brit. str.	F. R. Summers	SHewan, TOME & CO.	13th inst.
ATHENIAN	LYRA	Brit. str.	G. V. Williams	CANADIAN PACIFIC R. CO.	13th inst.
LYRA	ZAFIRO	Brit. str.	W. M. Smith	DODWELL & CO., LD.	20th inst.
OANFA	PERLA	Brit. str.	H. W. Palmer		

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"OANFA"	On 11th July.
GLASGOW and LIVERPOOL	"SARPEDON"	On 15th July.
GLASGOW and LIVERPOOL	"PELEUS"	On 23rd July.
GLASGOW and LIVERPOOL	"AJAX"	On 29th July.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"YANGTSE"	On 5th July.
GENOA, MARSEILLES and LIVERPOOL	"DIOMED"	On 15th July.
LONDON, AMSTERDAM and ANTWERP	"KINTUCK"	On 19th July.
LONDON, AMSTERDAM and ANTWERP	"KEEMUN"	On 2nd August.
LONDON, AMSTERDAM and ANTWERP	"MOYUNE"	On 16th August.
GENOA, MARSEILLES and LIVERPOOL	"SARPEDON"	On 20th August.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"OANFA"	On 14th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th June, 1904.

[10-11]

CHINA NAVIGATION CO.
LIMITED.

PORT	STEAMERS	TO SAIL
DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BELLSBURG, SYDNEY and MELBOURNE	"CHINGTU"	On 5th July.

SHANGHAI	"CHANGCHOW"	On 5th July.
MANILA	"TEAN"	On 6th July.
SHANGHAI	"WOOSUNG"	On 7th July.
AMOY and SHANGHAI	"PAKHOI"	On 8th July.
SWATOW, CHEFOO and TIENTSIN	"SHANSI"	On 8th July.
ROBE	"CHIHLI"	On 8th July.
YOKOHAMA and KOBE	"TAIYUAN"	On 13th July.
* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.	"TSINAN"	On 18th July.

* Taking cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th July, 1904.

[12]

JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS.	JAPAN	Second half of July	JAVA PORTS	Second half of July
TJILATJAP.	JAVA PORTS	First half of July	SHANGHAI & JAPAN	First half of July
TJIMAH	JAVA PORTS	First half of August	SHANGHAI & JAPAN	First half of August

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

[25]

"BEN" LINE OF STEAMERS.

FOR MARSELLES, LONDON AND ANTWERP.

THE Steamship

"BENARTY."

Captain Sarchet, will be despatched as above on or about MONDAY, the 13th July.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 25th June, 1904.

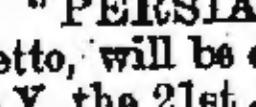
[1575]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, ADEN,
SUEZ and PORT SAID.(Taking cargo at through rates to the BRAZILS,
to SOUTH AFRICA, PERSIAN GULF, Red
SEA, BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship



"PERSIA"

Captain Craggieto, will be despatched as above on THURSDAY, the 21st July, P.M.

For information as to Passage and Freight,
apply to

SANDER, WIELER & CO., Agents.

Princes' Buildings.

Hongkong, 28th June, 1904.

[3]

THE HONGKONG DAILY PRESS, MONDAY, JULY 4th, 1904.

STEAMSHIP SERVICE TO NEW YORK
VIA SUEZ CANAL.
(With liberty to call at Philippine Ports.)

THE Steamship

"SCHUYLKILL"

will be despatched on the 10th July, instead of as previously notified.

For Freight or further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.

Hongkong, 25th June, 1904.

1363

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CHUSAN."

Captain W. B. Palmer, P.M.R., carrying His
Majesty's Mails, will be despatched from this
Office on SATURDAY, the 13th JULY, at NOON, taking passengers and
cargo for the above ports in connection with the
Company's S.S. "Mongolia," 9,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into the Mail steamer
proceeding direct to Marseilles and London; other
cargo for London, &c., will be conveyed
from Colombo by the R.M.S. "Persia," due
in London on the 29th August.Packets will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 4th July, 1904.

1364

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STAM NAVIGATION CO.'s fortnightly
service from CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply toDODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

1365

NOTICES TO CONSIGNEES

STEAMSHIP "TONKIN,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNEES of cargo from London ex.s.s.
Dordogne, from Havre ex.s.s. Dordogne,
in connection with above Steamer, are
hereby informed that their Goods, with the
exception of Opium, Treasure and Valuables,
are being landed and stored at their risk into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., at Kowloon,
whence delivery may be obtained immediately
after landing.Optional cargo will be forwarded on unless
intimation is received from the Consignees
before NOON, To-DAY, the 28th inst., requesting
it to be landed.Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after Tuesday, the 5th July, at NOON, will be
subject to rent and landing charges.All claims must be sent in to me on or before
the 5th July, or they will not be recognised.All damaged packages will be examined on
Tuesday, the 5th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 28th June, 1904.

1366

OCEAN STEAMSHIP COMPANY,
LIMITED,

AND

CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MOYUNE,"

are hereby notified that the cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at the Consignee's risk. The cargo
will be ready for delivery from Craft or Godown
on and after the 3rd inst.Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M. on the 5th prox.No claims will be admitted after the Goods
have left the steamer's Godown and all Goo's
remaining undelivered after the 5th prox., will
be subject to rent.All claims against the Steamer must be pre-
sented to the Undersigned on or before the
8th prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th June, 1904.

1367

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamer

"CHUSAN,"

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on cargo:-

From London, &c., ex.s.s. Mongolia
Palawan and Oriental.

From Australia, ex.s.s. India.

From Calcutta, ex.s.s. Palma.

From Persian Gulf, ex.s.s. B. I. S. N.

